

BRITISH AND AMERICAN STEAM NAVIGATION COMPANY.

NEW YORK TO LONDON.

The Steamship **BRITISH QUEEN**, 2010 tons, 500 horses power, under the command of Richard Roberts, N. N. commander, will sail as follows:

From New York.	From London.
1st December, 1839.	1st January, 1840.
14th February, 1840.	1st March, 1840.
1st April, 1840.	1st May, 1840.
1st June, 1840.	1st July, 1840.
1st October, 1840.	1st September, 1840.

600 tons of cargo will be taken, for freight of which or passage, apply to

WADSWORTH & SMITH,
4 Jones Lane, near 103 Front street.

No second class passengers taken. No goods will be received on board without an order from the Agents.

An experienced Surgeon is attached to the ship, n7.

TRANSATLANTIC STEAMSHIP CO.
NEW YORK AND LIVERPOOL.

The steam ship **LIVERPOOL**, 1150 tons burthen

and 468 horse power, R. J. FAYRE, R. N. commander, is appointed to sail as follows:

From New York.	From Liverpool.
14th December, 1839.	10th November, 1839.
20th February, 1840.	30th January, 1840.
14th March, 1840.	10th February, 1840.
20th April, 1840.	16th March, 1840.

Fares to Liverpool, thirty five guineas (\$153 33) in the aft, and thirty guineas (\$140) in the fore saloon, including wine and all stores. Steward's fees \$5. No second class passengers taken. Children under 13, and servants, half price.

100 tons freight will be taken—application first to be made at the office.

An experienced surgeon accompanies this ship.

For passage or freight, apply personally or by letter to

JNO. FOLLOUK, Liverpool or to

AEM. BELL & CO. Agents, 117 Fulton St., N. Y.

N. B.—The company's new ship the "NEW YORK," of 1400 tons burthen, will commence plying early in the 1840—thus affording a departure on the 30th of each month, to and from New York and Liverpool.

STEAMSHIP GREAT WESTERN,
James Hoxton, Commander.

Sails from New York for Bristol, on Saturday, 16th November next.

Fares to Bristol in main 8s and Deck State Rooms, thirty-five guineas, (\$163 33) in fore saloon, thirty guineas, (\$150) in cabin, and twenty guineas, (\$100) in steerage.

Steward's fees \$5. No second class passengers taken. Children under 13, and servants, half price.

100 tons freight will be taken—application first to be made at the office.

An experienced surgeon accompanies this ship.

For passage or freight, apply personally or by letter, to

RICHARD IRVIN, 95 Front street.

PEOPLE'S LINE FOR ALBANY.
Landings at the usual landings. The new and elegant steamship **UTICA**, Capt. Truesdell, will leave the steamboat pier, foot of Liberty street, Monday afternoon, November 11th, at 5 o'clock.

For freight or passage, apply to **CROOK & FOWLES**, corner of West and Liberty streets, or to **PETER C. SCHULTZ**, at the office of the Captain on board.

N. B.—All goods, freight, baggage, bank bills, specie, or any other kind of property, taken only at the risk of the owners thereof.

PEOPLE'S LINE FOR ALBANY.
direct, without landing at the intermediate landings. The new and elegant steamship **ROCHESTER**, Capt. Truesdell, will leave the steamboat pier, foot of Liberty street, on Tuesday afternoon, Nov. 12th, at 5 o'clock.

For passage or freight apply to the Captain on board, or to **CROOK & FOWLES**, corner of West and Liberty streets, or to **PETER C. SCHULTZ**, at the office of the Captain on board.

N. B.—All goods, freight, baggage, bank bills, specie, or any other kind of property, taken only at the risk of the owners thereof.

REGULAR MAIL LINE FOR BOSTON. Daily, (Sundays excepted), at 5 P. M., from Battery Place, Pier No. 1, North River, via Stonington, Newport and Providence.

Passengers on the arrival of the Steamers at Stonington may take the Rail Road Cars and proceed with the mail immediately to Providence or Boston, or may continue in the steamer, via Newport, and take the rail road cars at Providence for Boston.

The Steamer **Molegan** Captain Child, will leave this afternoon, Tuesday, 12th November, at 4 o'clock, from Pier No. 1 for Stonington, and the Massachusetts tomorrow.

Passengers, on the arrival of the Steamer at Stonington, may take the Rail Road Cars and proceed with the Mail immediately to Providence and Boston.

GREAT DAILY STEAMBOAT LINE,
(Via New York and Portsmouth) to FINE SINGING, FOR THE SOUTH, CARRYING THE U. S. MAIL.—The superior swift Steamboat **ALABAMA**, Captain Sutton, GEORGE, N. HOLLERS, JEWELL, will leave Baltimore from the lower end of Spear's wharf, alternately EVERY AFTERNOON at three o'clock, or soon after the arrival of the Cars and Steamboats from Philadelphia.

The Maryland and Virginia Company having taken the Steamboat Georgia into the Line, can assure passengers to Charleston and the James River Boats going to Petersburg and Richmond.

On this route there are no changes from cars, steamboats and stages in the least of night, as on the Washington route. The Boat leaves Baltimore until after the arrival of the Cars from Philadelphia.

J. W. BROWN, Agent.
Baltimore, 29th Oct. 1839. n7-10

NEW ARRANGEMENT—NEWARK, AND NEW YORK.—The fast sailing Steamer **PAIDIC**, Captain Martin, on and after November 8th, 1839, will change her hours of running, and leave as follows:

Centre Wharf, Newark.	Foot of Barclay St. New York.
3 o'clock, A. M.	10 o'clock, A. M.
3 o'clock, P. M.	3 o'clock, P. M.

On Sundays the Steamer will leave 10 o'clock, A. M., and 3 o'clock, P. M.

Fare 125 cents. n7-10

SOUTHERN DAILY MAIL LINE for Norfolk, Charleston, S. C., Petersburg, and Richmond. The steamboats **ALABAMA**, **KENTUCKY** and **JEWELL**, all boats of speed and accommodation, will commence running daily on the 1st April, between Baltimore, Norfolk, and Portsmouth, leaving the lower end of Spear's wharf every afternoon at 3 o'clock, or immediately after the arrival of the cars from Philadelphia, and will arrive next morning at Portsmouth in time for the cars for Wilmington, Baltimore, and New York. Return will leave Baltimore every day after the cars arrive from the South, and reach Baltimore next morning in time for the cars for Philadelphia.

These boats run in connection with the well known steam packets Georgia and South Carolina, which leave Norfolk every Saturday for Charleston, giving travellers a choice. They also run in connection with the James River boats to Petersburg and Richmond. Strangers are informed (old travellers know) that this is the cheapest and most comfortable route for southern travellers, as there are no changes from cars, steamboats, and stages in the least of night, as on the Washington route. The company therefore hope the travelling part of the community will patronize them in giving great facilities and superior comfort.

Passage and fare to Norfolk, \$5. **JOHN W. BROWN, Agent.**
Baltimore, 29th Oct. 1839. n7-10

FOR PEERLESS VERIFIERS of the **PORTER, GRASSY POINT, KING, TARRYTOWN, DOBBS, FERRY, HASTINGS AND YORKERS.** The new and splendid steamboat **ROSCUSKO**, Capt. D. Haywood, will leave the foot of Robinson street, (next above Barclay,) every morning, (Fridays excepted), at 8 o'clock, stopping at the Old State Prison wharf every evening, and leaving Peckskill at 1 o'clock.

For the accommodation of passengers, they will make a trip on Friday, leaving as above.

For further information, inquire of **HAWKINS & WILLIAMSON**, No. 55 Broadway, where passages, freight, &c. will be received for the best.

PAIDIC will leave Baltimore, Jan. 1st, 1840, at 10 o'clock.

BOYD & HINCKEN, Agents.
9 Tontine Building.

THE STEAMBOAT WASHINGTON

having discontinued running between New York and Albany, will resume her regular trips between New York and Newburgh on Monday the 13th instant, leaving New York every Monday and Thursday afternoon, at 5 o'clock, and Newburgh every Tuesday and Friday morning, at 6 o'clock, touching at the intermediate landings to receive light freight and passengers.

N. B.—All freight, baggage, bank bills, or even mail to be at the risk of the owners, unless a suit of note is given in advance for the goods to be carried on the boat.

CRAWFORD, MARTIN & CO.
For **LIVERPOOL**—to sail 14th November. The first class, coppered and copper fastened ship **VIRGINIAN**, Capt. Harris, will sail as above, her regular day.

Having superior accommodations for cabin and steerage passengers, persons wishing to embark should make immediate application on board foot of Maiden Lane, or to

RAWSON & MURRAY,
Corner of Pine and South streets, at 107 South street.

FOR CHARLESTON—First Packet. The first class fast sailing coppered and copper fastened Packet Ship **ST. LAWRENCE**, Captain Barker, will clear for the above port on the 13th instant.

For freight or passage, either in cabin, 2d cabin or steerage, at the lowest rates, having superior accommodations, apply on board, Peck Slip, or to

GLOVER & McMURRAY,
89 South street.

FOR HAVRE—The well known ship **HAVRE**, Captain McKown, has the major part of her cargo engaged, and will be promptly dispatched. For freight or passage apply to

BOYD & HINCKEN, No. 9 Tontine Building. n30

NEW ORLEANS OLD ESTABLISHED LINE OF PACKETS.—To sail punctually every Monday throughout the season, in the following order:

Ship **Vicksburg**, October 14th; Ship **Mississippi**, Oct. 21st; Ship **Orleans**, Oct. 28th; Ship **Louisiana**, November 4th; Ship **Parthena**, Nov. 11th; Ship **Shreveport**, Nov. 18th; Ship **Albany**, Nov. 25th; Ship **New Orleans**, Dec. 2nd; Ship **Natchez**, Dec. 9th; Ship **Saratoga**, Dec. 16th; Ship **Albany**, Dec. 23rd; Ship **Yazoo**, Dec. 30th.

These ships are all of the first class, coppered and copper fastened, commanded by experienced navigators, constantly in the Gulf, will positively sail as above, and take steam at the Baltimore.

Persons about to embark for the above port will find the accommodations of these vessels for Cabin, Second Cabin, and Steerage Passengers, unsurpassed by any others, and cannot fail to ensure every comfort.

For passage or freight, apply on board, at Orleans Wharf, foot of Wall street, or to **W. J. T. TAPSCOTT**, 43 Peck Slip, next door to 151 South street. n7-1m

BEAVER AND MOLESKIN HATS.—The Citizens of the lower wards, and of New York generally, may now purchase fur and silk hats at a fair price, as the times demand; Mole skin hats the best quality \$5; Beaver and Nutria \$4. Prices fixed, caps &c., in the same ratio.

DAVID HOWELL, Fashionable Hatter,
80 Nassau street, N. Y. n7-1m

ONE PRICE HAT STORE.—NEW FASHION.—BROWN & CO.'S new style of Hats are now ready for sale at the low fixed price of \$3. They surpass in beauty any ever offered for the same price, combining the requisite qualities of the most costly: lightness, durability, and tastefulness. The great number of hats which they sell, and for cash only, enables them to furnish an article superior to those usually sold at the same price. The public are invited to examine and judge their merits at Brown & Co.'s, wholesale and retail warehouse, 178 Chatham, corner of Mott street. New York. n7-1m

PREMIUM HATS.—The subscriber having had medals awarded him at the late Fair of the American Institute, for the best Beaver and Nutria Hats, exhibited, he has the honor to announce to the public that his standard prices are fixed at the following unprecedented low rates, viz: Premium Beavers \$4.50, Nutria \$3.50, Mole \$3.00, Silk \$2.50, wholesale and retail at his Hat and Fur establishment 124 Chatham street, New York. n7-1m

BROWN'S FINE STYLE OF HATS.—On hand and constantly manufacturing, an elegant assortment of his much admired Hats of the latest Paris Fashion. Also a very large assortment of Fur Mitts, from the lowest price to the most costly, together with an extensive assortment of gentlemen's cloth and fur caps. Youths and children's cloth and velvet caps, all of which are offered on the most reasonable terms. **BROWN, 126 Chatham street, Opposite Roosevelt st.** n7-1m

ONE PRICE HAT STORE.—THEODORE CLARK, corner of Chatham and Pearl streets, after many years experience in business, and after repeated and successful efforts to attain the object of his life, he has at length succeeded in manufacturing an article which cannot fail to win the approbation of all who will take the trouble to examine it.

This article, which the attention of the public is now specially invited to, is a Solid Beaver Hat, priced only THREE DOLLARS, and he feels assured, that for beauty, cheapness, durability, and comfort, it cannot be surpassed in the city of New York. In addition to the usual variety of Hats and Caps, he also keeps on hand constantly, a Fur Hat of very superior quality, which he can afford to sell at a very low price, and he is paid by good ones. Wholesale dealers supplying the trade, are invited to examine his goods, and judge for themselves. The selling price is always 3m.

FOR SALE OR TO LET.—The three story Brick House No. 201 North street, attics and counter; cellar, finished complete; German silver grates; mahogany doors; plate furniture; kitchen range; stone cisterns, of great capacity; furnace and flues throughout the house; speaking of a pump, hot water cistern, and a bathing room, &c. The house was built about two years since, and has been very little occupied, is now newly painted, and in complete order. Apply to **GERARDUS CLARK, Esq.** n7-1m

CHAMPAGNE.—The subscriber has now in store, and offers on the most reasonable terms, in lots to suit purchasers, from one to a hundred or more baskets at prices in accordance with the times. These are the best Champagne brand, is a wine of the first quality, and is with the utmost confidence recommended. Also, Pralon & Co's Star and Shell, the Golden Eagle, Crown, Ship, Stag, and numerous other brands, in pints and quarts, all warranted in the most beautiful order. The stock embraces wines of various grades, suited for city and country trade, at prices ranging from \$5 to \$20 per barrel. The attention of country merchants is particularly invited, as also proprietors of hotels, grocers, &c. **THEODORE WALSH, No. 114 Front street, near corner of Wall street.** n7-1m

COAL! COAL! COAL!—The cheapest and best article in the shape of Coal for stove use is now at the foot of Beach street, and is selling at the very low price of \$1.00 per ton, delivered free from cartage to any part of the city. Consumers are respectfully invited to call and examine for themselves. n7-1m

RYDER'S IMPROVED CORK SOLE BOOTS.—I have discovered a new plan in making Cork Sole Boots which renders them more durable than any other yet brought into use. The incrustation of the cork being so leather instead of upper leather, they cannot break off. The old is never so long as the new, and will answer to the dryness of the cork, it abstracts all the nourishment from that article, and must break off, which cannot be the case with the new. They are more neat and lighter, and must have the preference over all others. n7-1m

TO Ship and Steamboat owners, Joiners, Architects, Builders, Piano Forte makers, &c.—Silver Plated and Engraved, No. 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

ELEGANT ROOM TO LET.—Two gentlemen, or a gentleman and his wife, as have an elegant room, with board a day, at the use of a library of 1000 volumes, a piano, &c. in a genteel private house at 43 John street. The family circle consists of four persons. Terms for the room, board, &c. \$10 for the two persons. The best of references will be required. A note addressed A. B. at this office, will be attended to, and no other mode of application. n7-1m

HAIR CUTTING.—The undersigned respectfully solicits the attention of the citizens of New York and strangers, to his superior method and peculiar style; he re-trains in this place from the usual "puffing" of the trade, and for tangible proof of his skill, in rendering "tonic" it is that the human head divine, he begs leave to refer to his numerous friends and customers. **FRANCIS G. BOYLE, No. 86 Pearl st.** n7-1m

REMOVAL.—The office for the sale of the celebrated Hunter's Red Drop is removed to 465 Pearl